(c) Post Offices are opened on norm based justification subject to availability of resources and targets.

Funds Allocation to Orissa for Rural Sanitation

3703. SHRI BHAKTA CHARAN DAS : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) the allocation made to Orissa under the Central Rural Sanitation Programme during 1996-97 and 1997-98 till date indicating the amount actually utilized by the State Government so far;

(b) whether the State Government has sought additional allocation under the said programme; and

(c) if so, the details thereof and the reaction of the Union Government thereon?

THE MINISTER OF RURAL AREAS AND EMPLOYMENT (SHRI KINJARAPPU YARRANNAIDU) : (a) The allocation of funds under Centrally Sponsored Rural Sanitation Programme to Orissa and the expenditure during 1996-97 and 1997-98 are as under :

(Rs. in lakhs)

Year	Allocation	Expenditure
1996-97	241.00	302.60
1997-98	451.17	Nil

(b) No, Sir.

(c) Does not arise.

Construction of Road-under Bridge at Hubli

3704. SHRI VIJAY SANKESHWAR : Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to construct road under bridge near Ashok Nagar level crossing at Hubli in Karnataka;

(b) if so, the details thereof ;

(c) the steps taken to expedite above project ; and

(d) the time by which above bridge is likely to be made operational?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) and (c) The work has already been sanctioned and detailed estimate has been prepared. Estimate for approaches is awaited from the Municipal Corporation of Hubli - Dharwad.

(d) Work will be taken up when necessary funds are made available by Hubli-Dharwad Municipal Corporation.

[Translation]

Broadcast of Modern Technique in Agriculture Sector

3705. SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to formulate a comprehensive scheme for broadcast of the information regarding obtaining maximum yield by using modern technique and scientific method in agriculture sector and with a view to earning more profit through food processing and removing unemployment thereby;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY) : (a) to (c) All AIR Stations have already fixed time slots every day for dissemination of information regarding modern techniques and Scientific methods of agriculture and the benefits they entail. These programmes are broadcast in local languages/dialects. In the recent years, special programmes called "Farm Schools" have been introduced over All India radio. These programmes are planned in collaboration with experts from agriculture Universities with active participation of listeners.

[English]

Modernisation of Indian Railways

3706. SHRI RANJIB BISWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have taken any step for modernisation of Indian Railways during the last three years;

(b) if so, the details thereof and the fund spent thereon during above period zone-wise;

(c) whether the Government have any proposal to draw any long term programme to modernise Indian Railways ; and

(d) if so the details thereof?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) Modernisation of Railway system is an on-going process. In this regard Ministry of Railways has undertaken various steps indicated as under:

(i) *Computerisation & information system*

1. Automated reservation status enquiry through Interactive Voice Response System.
2. Reservation Availability Position Information Display (RAPID)
3. Networking of the five main computer systems,

4. Installation of high speed telecommunication links between the five main Systems.

(ii) *Signal*

1. Route Relay Interlocking
2. Colour Light Signalling
3. Solid State Interlocking.
4. Audio Frequency Track Circuit
5. Block Proving by Axle Counter.

(iii) *Efficiency & Research*

1. Development of 2x25 KV system of electrification.
2. 3100 HP Diesel locomotive for freight operation.
3. 2300 HP high speed passenger locomotive
4. Diesel multiple units
5. Rail Buses
6. 3 tier AC sleeper coach
7. 5000 HP electric loco for passenger and freight operation.
8. Roof mounted AC Units.
9. Fuel efficient Diesel Locomotives
10. Microprocessor based Safety Signalling Equipment etc.

(iv) *Rolling Stock*

1. Indian Railways have entered into transfer of technology contracts for manufacture of high horse power diesel locomotives with M/s. General Motors, USA in DLW, Varanasi at a total cost of $ 17.15 million and of modern light weight coaches with M/s Linke-Hofmann-Busch of Germany in RCF, Kapurthala.
2. Introduction of Air Brake coaching stock
3. Introduction of UIC vestibules on coaching stock
4. Introduction of Rail Buses and Diesel Multiple Units
5. Introduction of Bogie mounted brake system for coaching stock
6. Standardisation of maintenance procedures
7. Introduction of High Speed fright stock
8. Introduction of new design flat wagons for carrying containers
9. Introduction of roof mounted air conditioning package on coaching stock
10. Modernisation of Workshops.

(v) *Electrical Engineering*

Thirty three Nos. 3-phase drive AC Electric locomotives have been imported from M/s. ABB which are undergoing service trial.

(vi) *Civil Engineering*

The old rails are being replaced with heavier 52 KG/60 KG WR rails, wooden and metal sleepers with concrete sleepers. Maintenance of track is being done by sophisticated track machines to ensure better quality of track and lesser interference to movement of trains. The condition of track is being monitored regularly by running oscillograph car and recording cars.

(vii) *Telecommunications*

Gradual switching over from analog systems to digital systems which include digital microwave, digital electronic exchanges and optical fibre communication systems.

The expenditure incurred during the last three years zone-wise on the various projects of signalling, computerisation, workshop and sheds, track and telecommunications is as under:

Railway	Amount (in crores)
Central	656.00
Eastern	554.47
Northern	575.36
North Eastern	192.90
Northeast Frontier	132.89
Southern	285.12
South Central	487.65
South Eastern	834.05
Western	438.68

(c) and (d) The long term programme to modernise Indian Railways is given as under :

(i) Introduction of road railer system for carrying container with door to door service.

(ii) Designing of double Decker car carrier wagons.

(iii) Introduction of composite brake blocks for rolling stock.

(iv) Development and design of self steering track friendly bogie for freight stock.

(v) Development of microprocessor based control system for Diesel Locos.

(vi) Transfer of technology for 3 phase drive AC Electric locomotives has been taken from M/s. ABB for indigenous manufacture of these locomotives at CLW. The Prototype indigenous locomotive would be manufactured in 1997-98.

(vii) The track modernisation and renewals are being planned keeping in view the anticipated traffic and speed of trains. Accordingly, targets have been fixed for track renewals and modernisation for the IX Plan. The main objective of the IX plan for track planning will be to wipe out the arrears of track renewals on A,B & C routes, to carry out the current arising of track renewals on A,B, & C routes, to reduce the arrears on D & E routes, to cater for annual arising of track renewals to the extent of 3250 km, to replace metal sleepers on A,B, & C routes by concrete sleepers, renew the existing 90 R turnouts on running lines on A,B, & C routes, to weld 4 lacs joints p.a. by flash but welding process, and to extend mechanised track maintenance to cover about 50000 kms. by the end of the IX Plan as against 30000 kms. as on 1.4.97. In order the meet the above targets, funds to the tune of Rs. 13200 Cr. will be required. Actual progress will however, depend on the availability of funds for track renewal.

(viii) As a long term plan, Railways have decided to provide optic fibre communication in Railway Electrified area for control communication. Similarly, the existing underground telecom copper cable in Railway Electrified area shall be replaced by optic fibre cable as and when it becomes due for replacement.

(ix) The existing Electro mechanical exchanges are being replaced by digital electronic exchanges in a phased manner.

(x) Railways are replacing their old and worn out analog microwave communication systems by digital microwave systems for improving long distance administrative communication circuits and also for providing back upto control communication in case of failure to underground telecom cables.

(xi) Railways are introducing Universal Emergency Train Radio communication system between train, guard and the nearest station to enable immediate response in case of emergencies/accidents. The work has already been taken up as a pilot scheme, this will be extended to other sections.

(xii) Microprocessor based Public Address System informing passengers on platform about the status of the train running is being provided progressively at important station. Further, to provide visual display of train information on entrance gates and on platforms, electronic train display boards are being installed at important stations in phased manner.

(xiii) The easy to remember '131' enquiry telephones are also being provided progressively for train enquiry at important stations.

Capacity of Ramgarh GTPP

3707. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of POWER be pleased to state:

(a) whether the planned capacity of Ramgarh GTPP was 160 MW;

(b) whether due to less allocation of natural gas, has led to sanction only one unit of 35.5 MW at Ramgarh GTPP;

(c) if so, the details of such projects in the country;

(d) whether the single unit of GT is uneconomical due to low thermal efficiency operation; and

(e) if so, the time by which the Union Government is likely to be allocated additional 5 to 10 lac cubic metre of gas per day for above project?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH): (a) to (c) Rajasthan State Electricity Board (RSEB) had prepared a project report for 160 MW Combined Cycle Power Plant at Ramgarh (Jaisalmer District). However, based on the limited allocation of 0.55 MCMD, RSEB installed only one 35.5 MW GT unit at this station.

(d) and (e) No, Sir. However, additional 0.5 MCMD gas might be available by 2000-2001 which would allow RSEB to install a second 35.5. MW GT unit and also to go for a Combined Cycle operation of the power plant with the installation of another 35.5 MW for higher rating) steam turbine unit, using the exhausts to the two gas Turbines.

Corruption Cases

3708. DR. MURLI MANOHAR JOSHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of cases of corruption, dishonesty and assets disproportionate to the income of civil servants investigated by the Vigilance Department of the Ministry in 1995-96;

(b) the number of officers involved in the above, Grade-wise;

(c) the number of complaints received against corruption and dishonesty during 1995-96 and the action taken thereon;

(d) whether the Vigilance Department initiate action suo-moto against the staff suspected to be dishonest and corrupt;

(e) whether the Ministry have made any review to the functioning of the powers of the vigilance section under their control; and

(f) if so, the datails thereof?